

THE DAILY SENTINEL can be had each morning at C. O. Ferris, at the Union Depot, and also at the following places: Louisville, *Democrat*, *Journal*, *New York Herald* and *Tribune*, and all the Cincinnati dailies.

Christian Convention.

The delegates from the different Christian Churches to the Christian Convention met yesterday in the Chapel on Delaware street, and duly organized. There was a pretty full representation from the churches of this State, and one or more from the States of Ohio, Illinois, Michigan, Iowa, and we believe one from Kentucky. The object of this Convention, so far as we could learn, is to consider the project of organizing a North Western Christian Missionary Society, and by this action cut loose from the "American Christian Missionary Society," which commences with and receives donations of money from slaveholders. In other words it is an anti-slavery move, headed by Ovid Butler, of this city, and a few others of that ilk.

The business was opened at once by the introduction of a long preamble, whereas a string of grievances, in every one of which the ever-lasting nigger, although he was never named, clearly showed his ivory, and concluding by a resolution to establish the North-Western Association.

A spicy debate sprang up, and the speakers came to the point without much dodging. The advocates of the measure avowed their holy horror of slavery, and their repugnance to juggle their money in the same bag with the coin of those who held their fellow men in bondage.

The project was followed, and very ably, by Mr. Moss and Mr. George Campbell. Mr. Moss offered a substitute or an amendment, to the effect that there were objectionable features in the American Christian Missionary Society, and that this Convention recommended reform.

This amendment was debated through the afternoon and evening session, and was pending, we learn, at adjournment. It will be voted down, and the Convention will go the "whole hog."

THE KITTLES CASE.—The motion for a new trial in this case came up for argument in the Circuit Court yesterday morning. Judge McDonald declined taking part in the argument to the great regret of the Court and Bar. His age and experience, as well as his known ability, would have been of great assistance in elucidating the intricate questions involved in the motion, and enabling the Court to come to a correct conclusion.

Meers Walpole and Wink argued in favor of the motion; Mr. Newcomb, contra. The Court listened to the argument with marked attention. Considering the importance of the question involved, no less could have been expected from his Honor.

Mr. Walpole argued with force and ability, and produced several authorities. In conclusion, he asked the Court to consider the question with much care, because, if the motion was overruled, his client had no appeal. He manifested an intimate knowledge of the authorities bearing on the question, the general principles of justice, and clearly impressed the Court with the force of that great leading maxim, *act, justitia, non cōdum*. His argument, *sed, justitia, non cōdum*. His argument, *sed, justitia, non cōdum*.

Mr. Newcomb insisted that the amount in controversy was too small to justify the Court in disturbing the verdict of the jury, that *de minimis non curat lex*, and *excepit reprobata et et finis litium*. He then proceeded to argue the question at some length, with his usual ability—reviewed the authorities cited by Mr. Walpole, and read others in support of the ruling of the Court. He admitted, in the course of his argument, that the kettle did not belong to his client, but contended that neither did it belong to the defendant, Wagner nor any body else, and hence, his client was as much entitled to the kettle as any one. No doubt we felt in the mind of any one present that Mr. N. felt confident in the justice of his cause.

Judge Wink replied to Mr. Newcomb. He argued at length, and showed much learning and research. His review of the doctrine of *estoppel*, the judgment of *retrorno habenda*, and *res adjudicata*, was able and instructive. He seemed fully impressed with the interests at stake of his client. His conclusion was earnest and forcible.

On the conclusion of the argument, the Court being fully impressed with the importance of the question, and the great interests at stake, took the case under advisement.

BOARD OF COUNTY COMMISSIONERS.—The Board adjourned yesterday. The following items of business were noted in addition to those already given.

The report of Jesse Jones, late Treasurer, from June 1st to September 30th, was presented and approved, and a final settlement made with him in his public accounts to the amount of \$38,840 91—add balance in treasury of \$10,396 04, belonging to the school fund, and not subject to draft for county orders.

The Auditor's report for the same period shows the receipts to be \$95,373 49, with orders outstanding to the amount of \$4,138 73. The report was approved, and the Treasurer, Thomas D. Barker, ordered to be charged with the balance shown in the late Treasurer's report, less the amount of the outstanding orders, which is \$6,960 36.

Austin H. Brown was allowed the sum of \$912 16 for services as Auditor, as per bill filed. Levi Combs was allowed \$384 63; Nathaniel West, assigned by Levi Combs, \$300, and John B. Stumph \$975, making \$1,659 63, for work done on the bridge over Fall Creek at the crossing of the Michigan Road.

S. B. Wilson was allowed \$65 for services as engineer on the bridge over White River at the Michigan Road, and Spier Jones \$643 31 for work on the same.

Adam Dietz was allowed license to retail liquor at his house on Fort Wayne avenue.

The Board appointed William J. Wallace to act as Sheriff of Marion County, until an office be held to fill the office in October, 1893.

RUNAWAY SLAVEHOOD ACCIDENT.—Yesterday afternoon William Fisher and Joseph Briggs were driving a most wagon belonging to John F. Gulick, when the horse started, back of the Statehouse, from a cut with a whip given by Fisher. Fisher was thrown out and the wheels run over his head, and about the same time Briggs fell from the hind end of the wagon. Opposite the residence of Mr. Horn, the vehicle was dashed to pieces, scattering the fragments and the contents, most, *lard, do.*, for many yards around. Fisher was very seriously, if not fatally injured.

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Steam White and Navy of Two-Wheel Vehicle—its speed and capability.

By N. F. WILLIS.

The lawlessness of horse-fighting in the present anarchy of the relative rights of driving roads and railroads—no protection for a wagon load of wife and children, that is to say, not merely against the whip past of a locomotive, but against such a scorching steam as might emanate from a dying hippopotamus, and though pretending to be a horse, the more terrible to the family horse than the night of the locomotive itself—the republican freedom of break-neck and overtaking, had drawn my attention, of late, to the greater safety of a two-wheeled vehicle. I had wondered whether, if your frightened horse is to turn suddenly and unexpectedly, it is not better that the vehicle should be of the same kind—better that it should turn with him, and without oversteering.

To refresh my knowledge of the old-fashioned Boston chair, was an errand which this will be suggested, and, before taking, (with this additional object), a remembrance drive to the dear old town's romantic streets, I made the rounds of the various large "carriage repositories," lest some new invention or improvement in the structure of the chair, should have escaped my attention. But I found no change, a wagon and a horse, a horse and a wagon, the old-fashioned wooden springs, were just as they used to be—a status-quo I rather wondered at, with Boston's (the) mechanical invention—though it is certainly a very possible thing, that the old-fashioned New York wagon, and the elegance of the steel springs, with the two-wheeled advantage of turning. It is some relief to the horse, it is true, that the weight of the chair comes partly on his back, enabling him to draw better by being held down to the ground; but, in a hilly country, the chair, as at present made, is entirely too heavy.

I may complete my criticism of the old vehicle by the use of the additional remark, that it is my drive, that afternoon, viz: That it is not conversationally luxurious. The jerk, backwards and forwards, with the movement of the horse, and the occasional "heel over," as the long springs get a heave from an unevenness in the road, compel a certain precautionary tension of the lungs, by which the voice is necessarily heightened a note or two—conversation being thus made an effort, and the minor cadences of an affectionate talk, at least, being thrown off their pivot of modulation.

Now, will not some ingenious mechanic construct a vehicle, which shall combine the lightness, ease and elegance of the New York chair, with the established durability and safe driving of the old-fashioned Boston chair?

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